

The Hongkong Telegraph.

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TUESDAY, JULY 31, 1906.

二月廿

一月七日香港

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$9,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. HAUT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
E. Goetz, Esq. R. Shewan, Esq.
Hon. Mr. W. J. Gresson N. A. Siebs, Esq.
C. R. Lenzenius, Esq. H. A. W. Slade, Esq.
D. M. Nissim, Esq. H. E. Tomkins, Esq.
A. J. Raymond, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. HUNTER
Acting Manager
W. ADAMS ORAM
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 4% per cent. per annum.
For 6 months, 5% per cent. per annum.
For 12 months, 6% per cent. per annum.

H. E. HUNTER,
Acting Chief Manager
Hongkong, 6th June, 1906. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% per cent. per annum.

Depositors may transfer at their option balances of 100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. HUNTER,
Acting Chief Manager
Hongkong, 14th May, 1906. [19]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow Kobe
Peking Singapore Fuzhou Tsinanfu
Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warschauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Söhne Frankfurt a.M.

Jacob S. Stein

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co., Köln.

Bayerische Hypotheken und Wechselbank,

München.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK.

LIMITED

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong, 26th May, 1906. [24]

NEDERLANDSche HANDEL-

MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L. 3,750,000).

RESERVE FUND FL. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,

Rangoon, Semarang, Sourabaya, Cheribon,

Tegal, Pecalongan, Paseroean, Tjilatjap,

Padang, Medan (Del), Palembang, Kotab

Raja (Acheen), Telok-seinawee (Acheen),

Bandjarmasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangalore, Saligao, Haiphong, Hanou, Amoy,

Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

THE Bank buys and sells and receives for

Collection Bills of Exchange, issues letters of credit on its Branches and cor-

respondents in the East, on the Continent, in Great Britain, America, and Australia, and

transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3½ do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906. [28]

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

Latest Improvements Including

PORCELAIN FILLINGS.

HOTEL MANSIONS,

Pedder Street.

Hongkong, 1st June, 1906. [617]

SIEMSEN & CO.

Hongkong 28th May, 1906. [617]

Hongkong, 31st July, 1906. [617]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO.

Hongkong 28th May, 1906. [617]

Hongkong, 31st July, 1906. [617]

Hongkong, 31st July

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	3,363 tons	Captain H. D. Jones.
"POWAN,"	3,338 "	W. A. Valentine.
"FATSHAN,"	3,260 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Losius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3:30 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.N.R. Departs from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.

Special Excursions leaving Hongkong at 9:30 A.M. on Sunday, the 5th, and Monday, the 6th August.

Also a second departure on Monday at 7 P.M. for Macao.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M.

On Sunday, the 5th, and Monday, the 6th August, at 3 P.M. (See Special Express).

There will be no departure from Macao on Monday, the 6th August, at 8 A.M., and no departure from Hongkong at 1 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin. This steamer leaves Canton for Macao, every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.
"NANNING," 569 " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahung, Kunchuk, Kai-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Han, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES—Canton to Wuchow, Single \$15.00. Return \$25.00.

Canton to Tak-Hing, Single \$12.50. Return \$21.00.

Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

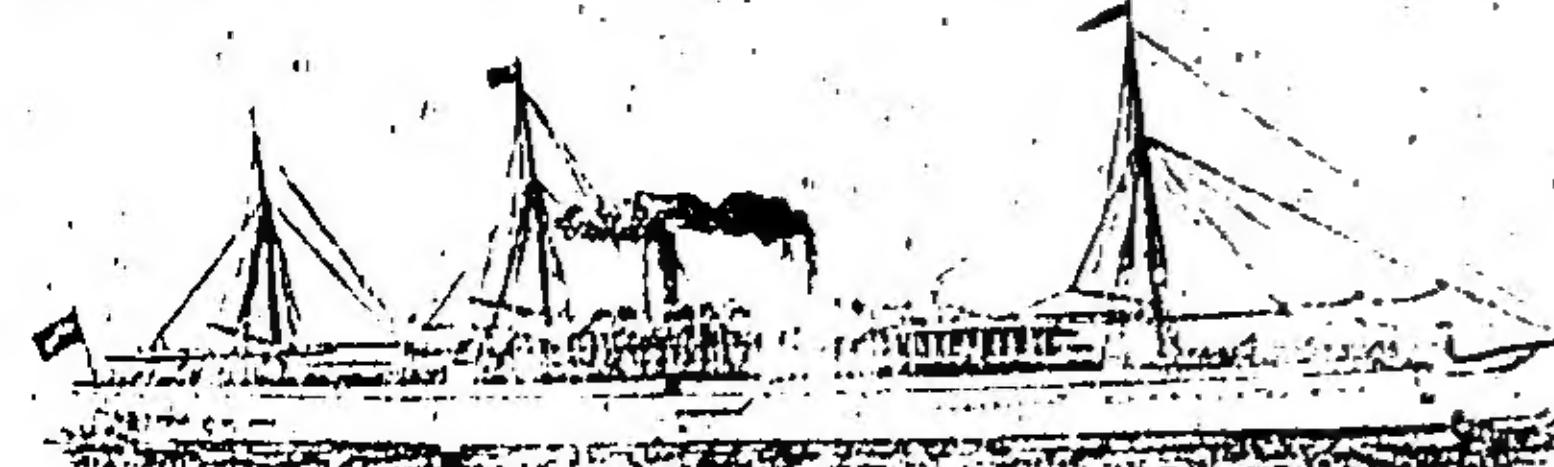
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.,

Hongkong, 31st July, 1906.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the

"Empress Line," Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

(Subject to alteration).

PROPOSED SAILINGS.

S.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA"	6,000	WEDNESDAY, August 1	August 22
"TARTAR"	4,425	WEDNESDAY, August 8	September 1
"EMPEROR OF INDIA"	6,000	WEDNESDAY, August 22	September 12
"ATHENIAN"	2,140	WEDNESDAY, September 5	September 29
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, September 19	October 10
"MONTEAGLE"	6,163	WEDNESDAY, October 3	October 27

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, \$100. Vd St. Lawrence \$60. Vd New York \$62.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail \$40.

R.M.S. "MONTEAGLE," "TARTAR," and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials, in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

Corner Pedder Street and Praya, opposite Blaks Pier. [13]

Hongkong, 23rd July, 1906.

STEAM TO CANTON.

T^{HE} New Twin Screw Steel Steamers

S.S. "WING CHAI," Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays at 7:30 A.M. and returns from Macao at 2:30 P.M., as on Week Days.

FARES—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.

1st Class—Return, \$2; with Cabin, \$3.

3rd Class—Single, 40 cents; Return, 60 cents.

Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

BAM WANG CO.

Hongkong, 23rd June, 1906. [17]

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West

Hongkong, 13th July, 1906. [18]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

BAYERN	WEDNESDAY, 1st August, 4 P.M.
PRINZ REGENT LUFTPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON WEDNESDAY, the 1st day of August, 1906, at 4 P.M., the Steamship BAYERN, Captain Formes, with Mails, Passengers, SPECIE and CARGO, will leave her Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 30th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 31st July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 31st July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£6. o. o.	£4. o. o.	£2. o. o.
Return	91. o. o.	63. o. o.	33. o. o.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. o. o.	44. o. o.	24. o. o.
Return	97. o. o.	66. o. o.	36. o. o.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA or GIBRALTAR	64. o. o.	44. o. o.	26. o. o.
Return	115. o. o.	79. o. o.	47. o. o.
VIA BREMEN or SOUTHAMPTON	68. o. o.	46. o. o.	27. o. o.
Return	123. o. o.	83. o. o.	49. o. o.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The rest of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamer from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,761	TUESDAY, 21st August.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.
PRINZ SIGISMUND	3,302	TUESDAY, 16th October.

Intimation.

**W.M. POWELL,
LTD.,
GENERAL
FURNISHERS,
HONGKONG.**

**SOLE AGENTS
for
Hongkong, China,
and Japan.**

**ADDISON'S
PATENT
PORTABLE
SANITARY
COMMODE**

Hermetically Sealed.
Specially adapted
for hot climates.

**The ACME of
CLEANLINESS.**

Stocked in
Four Qualities.

No. 1.—Fitted with Mahogany Polished Top, Nickel-Silver Fittings, and White Enamelled Pail.
Price \$21.50.

No. 2.—Fitted with Mahogany Polished Top, Brass Fittings, and White Enamelled Pail.
Price \$18.50.

No. 3.—Fitted with Stained Walnut and Brush Polished Hardwood Top, Brass Fittings and White Bath Enamelled Pail.
Price \$14.75.

No. 5.—Fitted with Mahogany Stained and Brush Polished Hardwood Top, Brass Fittings and Electro-Galvanized Pail, very serviceable and acid resisting.
Price \$14.50.

**Wm. POWELL, Ltd.,
Alexandra Buildings,
HONGKONG.**

Hongkong, 13th July, 1906.

Intimations.

R. A. J. CHOTIRMALL & CO.,
8, D'AGUILAR STREET.
NEWLY OPENED SILK STORE.

**Indian, Chinese and
Japanese Silk Goods.**

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS, SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.

SANDALWOOD BOXES (INLAID), HANDKERCHIEF BOXES, GLOVE BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA SERONGS.

MANDARIN COATS, COTTON SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

THE HONGKONG, CANTON AND MACAO STEAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 14th August, at Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 14th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Acting Secretary.

Hongkong, 19th July, 1906.

1740

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 18th day of August next, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to goth June, 1906.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief Manager.

Hongkong, 30th July, 1906.

1784

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the fourth to the eighteenth day of August next (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief Manager.

Hongkong, 30th July, 1906.

1785

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 26th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 26th July, 1906.

1770

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

In accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1905, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company and after THURSDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st instant, both days inclusive.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th July, 1906.

1752

KWONG SANG & Co., No. 70, WELLINGTON STREET.

GENEAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentle-men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

1780

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY FRESH MUTTON and BEEF, at Moderate Prices.

Should patrons find any Meat supplied not to be fresh, full price will be refunded on the return of the Meat to the Stall.

TUNG WING,

No. 1 Stall, Central Market.

Hongkong, 14th May, 1906.

1761

To Let.

TO LET.

NO. 1, ANTRIM VILLAS, Des Voeux Road, KOWLOON, (on the sea front). A Five-roomed House with a Large Square Hall. Apply to

HUGHES & HOUGH,

8, Des Voeux Road Central.

Hongkong, 28th July, 1906.

1777

TO LET.

GODOWN, No. 9, DUDDLE STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 30th July, 1906.

1781

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 5th July, 1906.

1793

TO LET.

HAYTOR, THE PEAK. Immediate Possession.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAVA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIPPON TERRACE.

APARTMENTS in MORTON TERRACE.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1906.

1792

TO LET.

NO. 15, KNUTSFORD TERRACE, KOWLOON.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 30th December, 1906.

174

TO LET.

HOUSES in MORRISON HILL GAP ROAD.

4 Rooms with necessary Bathrooms and Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELI" BUILDINGS, No. 147, Wan Chai Road. Each suite contains Bathroom and Kitchen. Very Low Rent.

GODOWN, No. 6, "WILD DELI" BUILDINGS.

Apply to

PERCY SMITH & SETH,

Accountants and Auditors, &c.

5, Queen's Road Central.

Hongkong, 24th July, 1906.

1767

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,000 square feet each.

Apply to

JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906.

1747

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.

Apply to

THE SECRETARY,

Hongkong Hotel Co., Ltd.

Hongkong, 9th July, 1906.

1714

TO LET.

NO. 16, HOLLYWOOD ROAD, and NO. 2, OLD BAILEY.

Apply to

ARRATON V. APCAR & Co.

45, Wyndham Street.

Hongkong, 2nd July, 1906.

1694

FOR SALE.

FOR SALE.

WELSBACK'S IN-DOOR & OUT-DOOR 4-LIGHT GAS ARC LAMPS.

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c., and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO., 109, Des Voeux Road Central.

Hongkong, 3rd July, 1906.

1799

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO., 司公隆園公司.

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE.

At No. 35, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows—

"We have pleasure in stating that Mr. Li KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and

Entitutions.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1843.

SHERRY.

	Per Doz.
B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule	12.00
O. MANZANILLA, PALE NATURAL SHERRY, White Capsule	13.50
CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule	16.00
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	18.00
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B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine vintage.	
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A. S. WATSON & CO.,
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ALEXANDRA BUILDINGS.

Hongkong, 25th July, 1906.

N.B.—All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
 All other business communications should be addressed to The Manager.
 The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributions.
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 Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 31st July, at "Hazelwood," Shanghai, the wife of H. W. ROBERTSON, of a daughter.

1788

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 31, 1906.

FRAUDULENT BANKRUPTCIES
IN HONGKONG.

While it cannot be maintained that the proportion of bankruptcies in Hongkong is out of proportion to the number of business houses in the Colony, there is a distinct feeling in commercial circles that the petitions which come before the Court are not always characterised by that honesty which is essential if the dealings between wholesale and retail merchants are to be conducted on mutually satisfactory lines. Cases have occurred where a bankrupt has come forward with liabilities amounting to millions of dollars and assets which do not reach the four figures. It is seldom that any attempt is made to prove beyond the vestige of doubt that the bankrupt has wasted his substance in the pursuit of a shadow. Some generalities are given, some statements about speculations which had turned out failures, and a rigmarole about investments in a variety of companies which either could not be realised or had proved failures. It must be a heart-breaking task for the Judge to separate the facts from the assertions and to arrive at a conclusion which will give substantial justice to all parties. Although the debtor usually admits that at no remote period he was a millionaire or, at least, in prosperous circumstances, and declares that he has been reduced to penury within an almost inconceivably short space of time and is at the moment a penniless waif, it is seldom suggested that he has been compelled to alter his mode of living. He is not obliged to sit on dolesteps and beg for crusts to allay

the pangs of hunger. He does not discard the rich raiment he wore in the days of his prosperity. He still belongs to his club, and, referring to Chinese bankrupts in particular, he has no need to use chandu dross instead of the Patua opium with which he regaled himself in the past. How is it done? There is a simple explanation which is known to everybody. The Chinese dealer who foresees trouble, should any of his numerous investments prove unsatisfactory, has only to add to the female section of his home establishment to secure himself against loss and at the same time to outwit—to be plain to defraud—his creditors. He settles his property on one wife, presents gifts of money and jewellery to another, endows his children with his worldly goods and leaves himself with nothing but the clothes he wears. Then he declares himself bankrupt. It is not suggested that this is an expedient commonly resorted to; indeed, the average Chinese trader is the soul of honour in business—his word is as good as his bond. An Englishman would rather deal with a Chinaman than any other member of the Asiatic race. But China has its black sheep, and the fact that such underhand methods of swindling firms do occur is every reason why the law should be amended to meet these particular cases. According to the law of Hongkong it would seem that an unscrupulous debtor may make over his possessions to a relative to-day and declare himself bankrupt to-morrow. On account of the close community of Chinese family interests, the donor never loses grip of his property. The transaction has no altruistic bearing; it is simply a matter of convenience, and whether the belongings are held in the name of his favourite wife or his sons they are still retained by the head of the household. Clearly, this is fraud unadulterated, and fraud which should not be possible under the law. In England a bankrupt who has made over his possessions to his wife within two years of his bankruptcy is compelled to disgorge for the benefit of the creditor. He may assert that his wife bought the goods with her own money. Then he must show whence she got that money, how she earned it if it did not come as a legacy, and if that cannot be shown to the satisfaction of the Court the presumption is that an attempt has been made to acquire property at the expense of the creditors, and the Court makes short work with such defaulters. Of course, if a man settles his property on his wife or children some five, ten or twenty years before the date of his bankruptcy there is no suggestion that there has been any attempt to defeat the ends of justice; it was a *bona-fide* transaction, carried through with no ulterior motive—it is admitted that in England men of wealth are now in the habit of transferring their property to their children during their lifetime in order to escape the death duties, but we are referring to bankruptcies. There is every reason to believe that in not a few cases which have occurred in Hongkong the bankrupts have taken advantage of the loopholes of the law, and after providing for themselves in the way indicated have entered a petition for bankruptcy. Should a debtor be without relatives, which is a very unusual condition, he has only to invest his money in Canton or any other place outside the jurisdiction of the Court. It is fraud pure and simple, but apparently the law as it stands at present does not provide against it. Such a state of affairs is inimical to commercial confidence; the creditor is inclined to fear that all are tainted with the same taint; it paralyses the trade, and has a decidedly adverse effect on credit transactions. It is the commercial cancer of Hongkong. Yet the remedy is so simple that it is a wonder the evil has been endured so long. The Government has only to introduce a Bill assimilating the law of England with that of Hongkong and the fraudulent debtors are trapped by the heels. Every honest trader in the Colony would support a law to that effect, and the Government would be encouraging the real traders by passing such a Bill into law.

THE French Geographical Society is organising a scientific mission, which will be charged to study the sleeping sickness and how to deal with it. Three well-known bacteriologists will be asked to accept this task. Two of them will proceed to the Congo, whilst the third will remain at the Pasteur Institute. A laboratory will be constructed at Brazzaville, and in connection with it there will be a hospital for the treatment of whites and blacks suffering from the disease. It has been calculated that a sum of \$8,000 will suffice to equip the mission for a period of 18 months.

CHAN Van, a pawnbroker, keeping his shop at No. 30, Hollywood Road, was charged before Mr. H. H. J. Gompertz, at the Police Court this morning, with receiving into pawn, on the 23rd inst., a pair of pants, bearing the marks of the "Broad Arrow," the property of the Gaol. Defendant explained that he did not know they were Government property or else he would have fought shy of them. Chinese invariably wore that kind of cloth, but he did not see the broad arrows. His Worship held that defendant's story was true. He cautioned him, remarking that, if he knew that the trousers were Government property and had received them into pawn he would be fined \$50. Under the circumstances accused had to pay a fine of \$5.

TRAM-WRECKERS IN HONG-KONG.

On several occasions lately we have recorded the fact that tram-cars while proceeding towards West Point have met with a series of dangerous obstructions in the shape of iron bolts wedged into the rails. Only the utmost caution on the part of the motormen has prevented the occurrence of a serious accident in which human life might have been involved, and there is cause to fear that unless the authorities adopt stricter measures to guard the lines the community will have reason to deplore the apparent apathy of the police. It seems clear that there is a gang of hooligans in the neighbourhood of West Point who are determined to wreck the tram-cars either from pure devilry or in order to get an opportunity of despoiling the victims of the outrage. So far they have succeeded in obstructing the rails without detection. That seems all the more remarkable when it is remembered that the wreckers have chosen Connaught Road as the scene of their nefarious projects—one of the busiest thoroughfares in the city. There is scarcely a period of the day when Connaught Road is deserted, unless it be just before dawn, and it is almost incredible to believe that the tramway wreckers could insert the iron bolts between the rails and fix them firmly in position without being observed. Fortunately, no accident of a serious character has yet befallen the cars as the result of these scoundrelly attempts. The motormen are on the outlook for obstructions, but the strain of keeping a close watch upon the rails, and warning those irresponsible and invariably deaf and dumb coolies whose sole delight appears to consist in prodding in front of the tramcars, cannot be maintained indefinitely. Were it possible to attribute these wrecking attempts to the fact that the system had been newly inaugurated and the ricksha coolies, feeling the pinch of competition, were bent on having their revenge, the matter could be understood, though the deed could not be too strongly reprobed. But no such explanation is possible for the dastardly acts which continue to take place in the western end of the city. There may be a homicidal maniac in the community but that is rather a far-fetched solution. Pure devilry and hooliganism, which is the same thing, are at the root of these tram-wrecking experiments. It is frightful to contemplate what would happen should a tramcar proceeding at a fair speed suddenly meet an immovable obstruction in the rails. The lines run alongside the quay-wall and the probability is that the car would be projected with all its occupants into the harbour. Two days ago a car was derailed in Connaught Road owing to an obstruction, but the driver was prepared for it and stopped the car immediately—not before damage was done to the derailed vehicle, however, while another car was also damaged by collision. What makes the matter more inexplicable is the fact that all these obstructions have been found in a district where the cars are almost exclusively patronised by Chinese, so that if a serious accident did occur the victims would in all likelihood be compatriots of those who are presumably responsible for the crime. The detective department of the city police cannot be too energetic if the tram-wreckers are to be caught. The Tramway Company is doing everything in its power to guard against accidents, but even the most attentive motorman may allow his watchfulness to flag at the critical moment. If the Chinese detectives are worth anything they should be able to catch the miscreant wrecker red-handed. And they might be assisted by the detectives of the Opium Farm who are always hanging around the wharves. The latter are never loth to call upon the city police when a passenger refuses to be searched, and why should they not return the compliment when their services might be of some value? The matter is too serious to be regarded lightly, for who knows, when the tram-wrecking hooligans will betake themselves to the east end of Victoria and pursue their infamous practices at places where the cars are known to travel at a high speed? We have no doubt that the detective staff has the matter in hand but we should like to see some result of its investigations. No punishment inflicted on the scoundrels would be considered too severe by the general public. We do not want to have a Highgate tragedy in Hongkong.

THE WRATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:

On the 31st at 11.45 a.m.—The barometer has fallen slightly over the E. Coast of China, and risen a little over the S. Philippines.

Pressure is highest over the China Sea, and lowest over N. China. It still exceeds the normal over the Philippines and S. Coast of China, while it is near the average over the E. Coast.

Gradients continue slight over the China Sea, and light winds, chiefly from S. and SW., will prevail over that area.

The Japanese returns are lacking this morning.

Hongkong rainfall for the 24 hours ending at 10 a.m. today, 0.00 inches.

LOCAL AND GENERAL.

THE *Matin* states that Professor Behring claims to have discovered a new tubercularis cure, with which he hopes to be able to make experiments on patients in the autumn of 1907.

RETURN of visitors to the City Hall Library and Museum for the week ending the 29th July, 1906:—Library, non-Chinese 266; Chinese 143; Total 434; Museum, non-Chinese 78; Chinese 2,989; Total 3,167.

We are informed, through the courtesy of Messrs. Lamke & Rogge, who are in receipt of a telegram from Messrs. W. G. Hale & Co., Saigon, that: "Arrivals from Hongkong without native passengers are now admitted to free pratique."

THE Building Authorities summoned Tam Hong, of No. 95, Hollywood Road, at the instance of the Magistracy to-day, for erecting a balcony over houses Nos. 115 and 117, Kramer Street, Tai-kok-tsun, without obtaining permission. Mr. Hazelnd fined accused \$15.

In view of the frequent discovery of floating mines in the Japan Sea and recently in the Pacific, the Imperial Japanese Marine Society has addressed memorials to the Ministers for the Navy and Communications, asking that measures be taken for clearing those waters of these dangers.

JUNE has been an exceptional month in British shipbuilding. This result was achieved through the big Elswick and the battleship *Agamemnon*. In all, 18,674 tons were launched, against the previous record of 53,000 tons, and for six months the output is 366,489 tons, against the previous record of 259,860 tons.

BARON Komura, Ambassador to England, who left Yokohama on 20th inst., is taking with him a signed photograph of her Majesty the Empress as a gift for her Majesty the Queen of England. This is in return for a similar courtesy extended to her Majesty the Empress through Prince Arthur of Connaught.

SOMAN Singh, a cook employed by the Indian policemen stationed at the Central Police Station, was this morning placed before Mr. H. H. J. Gompertz, at the Police Court, and fined \$10 for leaving his employment on the 29th instant, without giving a month's notice. To get to Panama seems to be the only care of Indians now.

ON the evening of the 13th inst., a large number of sparrows was discovered fighting in a bamboo grove in Nishitobecho, Yokohama. The fighting lasted fully four hours, and when the birds separated into two groups and retired, several score lay dead on the ground. Battle has been waged almost every evening since then, and has attracted the interest of curious spectators.

CHAN Sze, an ex-policeman, now a gentleman at large, forged when he resigned the Police Force recently to return to the officer on duty part of his uniform. The trousers were missed when Chan left and he was called back, and charged—not with theft—but with "forgetting" to hand the clothing over to the barracks sergeant before quitting the premises. The neglect on Chan's part cost him \$20, at the Police Court to-day.

WONG Shing was sent in this morning by Mr. H. H. J. Gompertz for six weeks, and to be exposed in the stocks for six hours, for tapping another man's pocket in the street yesterday. Defendant was alleged to have followed a butcher and, when he thought everything quiet, passed his hand into the butcher's pocket and pulled out a purse containing \$20. Defendant was seen by other pedestrians, who gave the alarm, and accused was arrested.

TO pay a fine \$75 each was the sentence imposed by Mr. F. A. Hazelnd, at the Police Court this morning, on four coolies, who were alleged to have been keepers of a common gambling house at Cap-sui-moon, yesterday, and seven others \$3 each for gambling on the premises. Sergeant Munson had also nine men from a house in Hollywood Road charged with similar offences, and they were disposed of with the usual fines by Mr. Gompertz.

A FRUIT hawker, who keeps his stall in Bonham Strand, at the back of the Western Market, dropped dead early this morning. At about 7.45 a.m., the deceased was busy arranging his stall, when he was seen to fall backward. The other hawkers rushed to pick him up, but discovered that he was dead. His remains were removed to the morgue. Consumption and heart disease were the cause of the hawker's sudden death.

THE following games were played in the Hongkong Water Polo Shield competition yesterday at the V. R. C.:—Band R. W. K. v. 87th Co. R. G. A.—R. G. A. won by 13-1; Royal Engineers v. 83rd Co. R. G. A.—Royal Engineers won by 5-2; Co. R. W. K. v. Royal Yacht Club—R. Y. Club won by 8-1. D. Co. R. W. K. will play B team V. R. C. to-day at 6 p.m. Royal Engineers will play the Band of R. W. K. on Thursday at 5.30 p.m.

THE coxswain of the steam launch *Morning Post* was summoned by the police this morning, before Mr. F. A. Hazelnd, for lying alongside Murray pier on the 29th inst., thereby causing an obstruction. It will be remembered that when Messrs. Butterfield and Swire were summoned some time ago for similar offence (allowing their launches to obstruct the pier), the coxswain of the *Morning Post* was told he could remain near the pier, but he must moor in such a position so as to allow free access to the pier. Apparently he did not follow instructions, and his Worship fined him \$5.

YUN Cheong Tai, a fruiterer, holding a stall in the Central Market, was summoned by Inspector Withers, before Mr. F. A. Hazelnd this morning, for being in possession of a pair of scales in his premises on the 27th inst. A fine of \$10 was imposed.

MR. H. H. J. Gompertz this morning severely cautioned a sampan woman and fined her \$5 for carrying ten coolies in excess on her coolie boat this morning. The boat is licensed to carry 40 men, but when boarded by P. C. Winter there were 50 coolies on board.

IP Sing, the master of a gun shop, of No. 326, Queen's Road Central, was arraigned before Mr. F. A. Hazelnd to-day, at the instance of Sergeant Grant on two summonses: (1) failing to keep his sales book in proper order, i.e., neglecting to enter in the book the disposal of nine revolvers; and (2) removing nine revolvers out of his shop without a permit. The charges having been proved, his Worship imposed a penalty of \$10 on each charge.

AN unrecorded incident of the storm which recently passed over the Colony was the demolition of the marsh shelter, just West of Wing Lok Street, owned and maintained by the Sanitary Board as a temporary rest-house for patients brought ashore from Kowloon, and the vessels in harbour for the purpose of removal to hospital. This demolition now lies as an obstruction in the harbour and a danger to the navigation of the smaller craft plying in the harbour.

IT will be seen from the special advertisement on the front page that the Hongkong, Canton and Macao Steamboat Co. are offering special facilities for excursionists during the holidays commencing on the 4th inst. Besides running the usual week-end trip on Sunday, the *Heungshan* will leave Douglas Wharf for Macao on Monday morning at 9.30 o'clock, the time of departure from Macao on the return trip being 3 p.m. Return tickets by the *Heungshan's* Saturday journey will be available for Sunday or Monday at no extra cost, an advantage which should certainly popularise the efforts of the Steamboat Co. in consulting the public convenience.

A GOOD many years ago so far back that the oldest inhabitant can't recollect the date, some cushions were placed on the seats arranged to accommodate the Registrars in the large Court room of the Supreme Court. They, or all that remains of them, are still there, and are the wonder and admiration of visitors to our local home of judicial administration. They have long ago passed the allotted span (whatever that may be in obscurity) and neglected, forgotten, and overlooked, they are left to accumulate the dust—and other things—of ages, until, as one looks at them, one cannot but express a shudder at the natural thought the sight of them gives rise to—what finds a home there? The dust carts carry away some fearful and wonderful accumulations; why, then, in this connection, is the Supreme Court overlooked?

ALLEGED EMBEZZLEMENT.

CHINESE MERCHANT CHARGED.

By virtue of a warrant, which was sworn out yesterday, Ng Kai Shek, a salesman, employed in a firm in Bonham Strand, East, was arrested last night charged with embezzling the funds of his firm. He was removed to the Central Police Station, where he was entered on the charge-sheet, on two counts, and this morning made his appearance before Mr. F. A. Hazelnd. The charges against the accused were that he, on different dates commencing from 16th February last, embezzled about \$4,000, the property of the firm. His Worship said that the first defendant was not in the Colony when the transaction between the firms occurred. According to Russell it was not necessary, as the goods were exposed for sale, and the selling done by one

TELEGRAMS.

[Reuter's.]

Russia.

London, 29th July.

The revolutionaries in Warsaw have attacked a train, killed two generals, the cashier and five soldiers, and stolen rbs. 16,000.

Later:

The Russian Labourite and Socialist parties are combining, and distributing broadcast, a proclamation calling on the troops to side with the people in the decisive struggle now beginning.

Disturbances are reported from various parts of the country, but nothing serious up to the present.

The revolutionaries have robbed another train, near Warsaw, of rbs. 100,000.

COLLISION IN THE HARBOUR.

CLAIM FOR DAMAGES.

In Summary Judgment this afternoon, his Honour Mr. A. G. Wise, Justice Judge, presiding, the case in which Leung Tak, owner and master of the water-boat No. 6,335, sued Au King Tsui, of 71, Des Vaux Road Central, owner of the steam launch *Lee Shing*, and Woo Sze, of 2, Temple Street, Yaumati, widow of the legal personal representative of Young Yam, deceased, for recoverable sum of \$500, based the amount of damages sustained by the plaintiff by reason of the negligent navigation of the defendant's steam launch *Lee Shing*, whereby the plaintiff's water-boat was damaged in the waters of the harbour, was resumed.

Mr. R. Gardiner, of Mr. O. D. Thompson's office, appeared for the plaintiff; Mr. H. N. Holmes representing the defendant, and Mr. F. Paget Hett, of Messrs. Bullock and Hett, watching proceedings on behalf of the third party. The case arose as the result of a collision between the launch *Lee Shing* and the water-boat, alleged to have been caused by the carelessness and negligent navigation of the *Lee Shing* and the damages were appraised at \$500. Plaintiff stated that he was informed that the defendant had agreed to sell the launch *Lee Shing* for \$2,200 to Tung Lee Chan of Shaukiwan and said that if that sale were effected it would obstruct the execution of any judgment he might get, as it was his only asset. Defendant was called upon to find security for \$7,000, and the launch was seized, but subsequently released on the security being deposited.

For the defendant it was held that under a charter party a contract dated the 12th December, 1905, and made between the defendant of the one part and Leung Yam of the other part all such damages are payable by Leung Yam and not by the plaintiff; and he applied that Leung Yam be added as a third party to the suit. This was done.

His Honour: Haven't you been able to settle this matter?

Mr. Gardiner: Not so far, my Lord.

His Honour: Then you ought to have done so. I don't mean you personally, but all you three together. I don't see how you will all get your costs.

Mr. Hett: Our position is this, that we are ready to repair the boat, and have been ready all along.

His Honour: Then you admit liability?

Mr. Gardiner: No, my Lord, I don't admit liability. My client is willing to repair the damage.

His Honour: Then why does she not do so?

Mr. Hett: The other parties do not agree.

His Honour: Well, if you go on like this there will not be money in me to meet the costs.

Mr. Gardiner: But I hold the first defendant is liable.

His Honour: You here in the charter-party it is laid down that the damage by collision shall be paid by the hirer and not by the owner. The hirer here is the third party and she has tendered the money for the repairs, so why don't you accept it and set her free?

Mr. Gardiner: If they will pay the whole amount as claimed I will accept it.

His Honour: If I enter into a contract of the same nature and tender you the proper repayment wouldn't you accept it? Or would you force on proceedings for the purpose of running up costs?

Mr. Gardiner: I am not bringing this action for the purpose of running up costs, my Lord; I hold the first defendant is liable. There is a case in which the Government—

His Honour: Ah, yes; I know the case; but the Government can do anything. You cannot sue the Government under a contract.

Contending his argument Mr. Gardiner said the owner was liable, and a third party had been brought in.

His Honour: What have you to do with the third party?

Mr. Gardiner: It was a surprise to us, as we did not know of the existence of the charter party when we brought this action.

His Honour: The cases you have quoted have no bearing on the case. All I can do for you, as far as I can see, is to give costs against you for the person you have wrongfully sued, and then issue a writ against the proper person. I hold that you have sued the wrong man, though I cannot go so far as to say that you were wrong in suing him under the circumstances.

Mr. Holmes said that he intended to tell Mr. Gardiner that the defendant was the wrong man to sue, and also pointed out that, as he had brought in a third party, if his case failed against the defendant it must fail against the third party who had been brought into the case and made a defendant.

A few remarks from Mr. Hett.

His Honour said: There must be judgment for first defendant with costs up to the date of the notice given by defendant to plaintiff.

Mr. Gardiner: Will your Lordship make the order as to costs up to date when the charter party is produced?

His Honour: No, no; up to date of the notice.

Mr. Hett: That would be the 6th July.

His Honour: Very well, with costs up to 6th July.

Mr. Hett: And with reference to the second defendant, my Lord? I was only made a second defendant yesterday.

His Honour: But you have been in the case all along, Mr. Hett.

Mr. Hett: No, my Lord; I was dead before I was only a third party, and yesterday was brought in as a defendant.

His Honour: Then I'll give judgment against you, with the question of costs reserved. The matter of damages will be decided by the Registrar.

Mr. Gardiner: Then I don't see where I am going to get my cost, my Lord.

Mr. Hett: I think we will be able to come to terms as to that, my Lord.

His Honour: Well, that's what I want you to settle among yourselves. You can consult together and see me in chambers on Saturday.

Mr. Gardiner: I am afraid we shall not agree, my Lord.

His Honour: I don't at all suppose you will, but you had better try.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

SANITARY BOARD NOTICES.

To the Editor of the "Hongkong Telegraph." SIR,—Quite recently it transpired in the course of proceedings at the usual Sanitary Board meetings that notices for the abatement of nuisances by a Government department—like the Public Works Department, for example—could not be served in a printed form by the officials of the Sanitary Board. It was ruled that no less than a formal letter must be addressed over the signature of the Secretary directing attention of the D.P.W. to the existence of the nuisance which it was desirable to abate.

The Public Health and Buildings Ordinance lays it down that printed notices can be served upon householders in every case that it may be necessary for such to issue in pursuance of the requirements of certain provisions of the law. By the ruling at the Board meeting the other day a discrimination has been set up in practice between Government Departments and the taxpayers which should never be allowed to exist in principle. Yet such a distinction has been established, and to make it all the more marked, notices are served not only in printed forms to the householders, a practice to which no serious objection can be raised, but the aforesaid forms are actually only filled in in pencil, thus exhibiting an uncleaned for lack of consideration of those upon whom notices are thus served.

Surely, a department which is responsible for tens of thousands of dollars expenditure a year can afford a paltry extra expense in providing its subordinates with, say, fountain pens for the purpose of completing the printed forms when it is necessary to address them in any individual instance to householders. If they must be communicated with by the Sanitary Department, they might at least be written to in the ordinary business-like manner, if not out of common civility, as pencil scribbles often imply just the opposite, at least from simple courtesy which is met with in the ordinary course of business daily.—Yours, etc.,

TAXPAYER.

Hongkong, 31st July, 1906.

We commend the suggestion of "Taxpayer" to the notice of the Commission now inquiring into the administration of the Sanitary Laws. A little more deference is surely due to the community than is shown in the rough and ready method by which these notices are alleged to be served on certain householders.

The best that might be done is to have the suggestion of our correspondent adopted in regard to the notices being completed in ink instead of in pencil. Surely the slovenly method complained of would not be tolerated in commercial houses transacting business in the Colony.

—Yours, etc.,

THE WATER SUPPLY AGAIN.

To the Editor of the "Hongkong Telegraph."

SIR,—I am pleased to see a member of the community has come forward to try and obtain redress through the medium of your valuable columns, for what is a very real grievance, and I would like to mention a few facts to show how very great a hardship we are forced to labour under, and how hard it presses upon us. Two days ago the Sanitary Board issued notices to the people residing in the Eastern District of the city, that is in Kennedy Street, King Sing Street, Hing Wan Street, Leung On Street, and Kai On Street, to have their houses washed on the 31st July (to-day) and this might have been done, but the water has been turned off since yesterday afternoon in that district, since when we have not had a single drop of water, for domestic or any other purpose, thus the majority of the people were unable to wash themselves or cook their food, and had to go to cook-shops, some distance off to obtain some food for their dinner last night and breakfast this morning. It is bad enough for a poor common folk to be forced to go outside to his candle-house to get his food, for which he has to pay 10 or 15 cash more than if he got it in his own place, but what must it be for poor families, where there are a number of children, some hardly able to walk, and all wanting to be washed and fed? How are they to get their meals? Must they also take considerable distances to cook-shops? They have no choice, for they must either eat food at the cook-shops or starve. It is useless to apply to the neighbours as of course they are in the same predicament, or if they have collected a little water they have only enough for their own needs, and, under the circumstances, dare not spare a single drop of the precious fluid. To add to their trials the Sanitary officials seem to pop in just at the very time the people are in such difficulty about water. If the houses have not washed within the given time the Sanitary couples come along, remove the furniture and pitch it all over the street, and generally cause great inconvenience to the householders, and then give the place some kind of a washing, which could be done much better and more satisfactorily by the tenants themselves if only they had a proper supply of water. Moreover, the tenants know that it is to their advantage to do the washing well, and thus keep themselves free from the Sanitary coolies' interference, and their bullying way. Numerous complaints have been sent to the Public Works Department, but no notice is taken of them. Isn't it ridiculous to tell the people to wash their houses when they cannot even get enough water to wash their mouths, or cook their rice? Combined steps will have to be taken by the Chinese community to petition His Excellency the Governor to take steps to this effect, if our representations and complaints do not effect that end, because we all feel sure that his Excellency has but to be made acquainted with the conditions for him to have them at once altered. There is no excuse that there is no water at present; there is plenty, so why not let the people have it, when it is so imperatively necessary for so many purposes? Friends of mine living near the Caine Road level tell me they have great difficulty also over the water scarcity, and are always quarrelling with their landlords about it.

Thanking you in anticipation for inserting this in your very valuable journal, and in the hope that it may have the desired effect.—Yours, etc.,

—Yours, etc.,

HARDSHIP.

Hongkong, 31st July.

"DISGANTLED HONGKONG."

HOW MIRACLES WOULD BE WORKED.

Referring to a recent article which recently appeared in the *Hongkong Telegraph* regarding the safety of Bangkok, a genial contributor to the *Bangkok Times* writes under the above heading:—Naught good ever came out of Nazareth, nor any better out of Bangkok, if our Hongkong critic may be believed. Peace be with you, brother slave of the quill, and God send you a healthy liver! For why should not we poor folks in the "jungle" number a Mark Tapley or so among us? Well, well, Bangkok hath used me less than ill, and I have caught no complaint of, unless it be an intolerable thirst and prickly heat between the shoulder blades, the first of which many poor wights further north would give much to possess, and the latter is not so bad as it might be—there is a comfort in scratching as the galled horse knows. But our friend is over-serious, unless he be a Scotsman, and then there's no more to be said. It is long bows 'twixt here and Hongkong, to indulge in Eatanswillian controversy, the which, by the way, ought rather to end in good fellowship. Here am I in Bangkok, and there are you in Hongkong, each striving to convince the other that he is in parlous state. I might take my text from the medical authority who gravely questioned the influence of your climate on the mental faculties, and say this is a case in point, a lachrymose person, a very melancholic. And yet, I don't believe it. Had we him here we would alter his purview of things; he should view "the beauties of Kulalongkorn's city," after he had gazed upon the juice of Scotia's vine when it was straw coloured. Then would miracles be worked. But, suspend, let us be serious. This abuse of Bangkok is a thing accustomed elsewhere in the Far East. It is thrown at Bangkok that we have cholera, each year. That is true; yet it is true also of many other places over without a word beyond the statement of the fact that there is cholera. The death rate in Bangkok from cholera is less among Europeans than in many places—in India for example—where sanitation has been tried these many years. The water scheme for Bangkok is bound to be carried out in the near future, and with that alone we venture to predict that the scourge will be abated in very large measure. As it is, putting cholera aside—which a careful routine in household management reduces to a negligible quantity—what remains? A little fever, dysentery may be (water again, look to that), and plague perhaps. The last mentioned is an importation, from Bombay by all inferential reasoning, or possibly from Hongkong. Other things we not of, for a careful liver saves his organ of that name. We refuse to believe our Bangkok inferior to any other place of the same or lower latitudes. And you use yourself well it will use you no worse. This is the experience of many who enjoy as good health as they might wish. There be others doubtless, but their example serves to show what to avoid. If we find it otherwise, will journey north, it will be for the pleasure of taking our critic by the dexter auricle and persuading him to the contrary.—

THE CHIT SYSTEM.

"VANISHING TRICK" IN HONGKONG.

From time to time we hear much clamour raised in Hongkong and Singapore concerning the multifarious evils arising from the chit system as it maintains in those places, but if we were to dilate on the evils arising out of this pernicious system in Hongkong, says the *Siam Free Press*, our neighbours would soon find that there are still other places where the chit system forms an insurmountable obstacle to prosperity. Perhaps, in no other city on this side of the world, is the chit system as general as in Hongkong; and if many citizens have been blighted and business enterprises ruined, it may be attributed to the baneful practice, more than to anything else. The fatal facility with which credit is pledged, and the great willingness on the part of the hotel-keepers, shopowners and others to cater for some of their customers, who do not appear to give more than a passing thought to the matter, offers every temptation to these people to adopt this system irrespective of consequences. For years past the chit system in Hongkong has been playing havoc with persons of small income, and is likely to continue doing so as long as it is carried out on present lines. Not is this all. The tradesmen equally suffer in the long run, either from the inability of his customer to pay his accumulated debts or from his unexpected departure to summer climes. How many have not been left lamenting on account of "vanishing tricks" unexpectedly played? Still, we do not appear to improve the situation from such experience, nor turn it to account as a safeguard against future losses. Clothing of the kind, the old, as well as the young, customers are allowed to keep on increasing their liabilities—living on one's debts it is facetiously called—and the imprudent hotel owner after whispering his tale of woe into your ears, opens an almsbox and produces a wagon load of unpaid old bills; and in reply to your question why he had been so foolish to give the runaway unlimited credit, retorts on you with the pathetic but illogical language of the country, "What can I do?" Within the last year, it may be safely stated, that no less than a dozen proprietors of some Bangkok bar rooms swore out summonses against scores of peasant debtors who have hopped the twig; while the bars changed hands almost every month. One would reasonably suppose that the intervention of a Court of Justice had some fears for these people. But as it is set in defiance the orders of the Court, they make it a rule, whenever they are overtaken with summonses from one bar room, to frequent another, where their claim had not yet begun to assume serious proportions; and when the disappointed owner demands payment of the bundle of unpaid chits, it is frequently without success, while the former patrons turn their attention towards some other shrine of Bacchus. Our Hongkong and Singapore contemporaries urge that such being the state of the chit system in vogue it is time that the hotel keepers should attempt some modification of it and thus save themselves much loss and trouble hereafter, and unthinking debtors much future repentance when it is too late.

To the Editor of the "Hongkong Telegraph." SIR,—The "Dreadnaught" renders all foreign battleships of earlier date obsolete. What is save for the goose is save for the gander; in other words, if the British *Dreadnaught* renders older German battleships obsolete, so also do the German *Dreadnaughts* render the older British battleships obsolete. The British Admiralty, after putting its hand to the plough and showing the way to foreign Powers, appears suddenly to have turned back. In the *Cawdor Memorandum*, which was understood to indicate the settled policy of Whitehead, the following statement was made:

"At the present time strategic requirements necessitate an output of four large armoured ships annually. . . . While the Board anticipates that at present the output of four large armoured ships a year should suffice to meet our requirements, there would be no difficulty whatever in increasing this output to whatever extent may be necessary in consequence of any increase of naval power abroad."

To the Memorandum was appended a warning note that the public cannot rely on the reduction (in naval estimates) being continued in future years if foreign countries in their developments in their shipbuilding programmes which we can not foresee.

Yet it seems that the Admiralty has already abandoned its policy, reduced what it pronounced to be the minimum programme indispensable, and at the same time failed to meet the new foreign programmes. For, since the Memorandum was drawn up, the German Admiralty has decided greatly to increase its programme, and the French Admiralty has followed suit. Further, the British Navy has been weakened by the loss of the *Montagu*, which, even if she should be salvaged, will be so weakened and damaged in hull that she can never again be ranked as first-class.

The present satisfactory position of the British Navy in *mid-life*, is due to causes with which the present Admiralty has little to do. These causes are the large shipbuilding programmes of past administrations, which looked to the future, and did not think mainly of popularity at the moment, and the complete destruction of the Russian navy in the struggle with Japan. If a policy of inadequate and insufficient programmes is continued, in a very few years the great advantage gained from 1895 to 1914 will be lost, and the gravest danger will follow to vital national interests. Whatever the Cawdor Memorandum stated, the power to construct ships rapidly depends on the maintenance in a condition of perfect efficiency of the Government dockyards, private shipbuilding yards, and armour-making plants. The dockyards have been subjected to such economies that they are no longer so efficient as they were, and now the private yards and armour plants must suffer from want of work. The reductions, if they are carried out, will react upon the iron and steel trades, and will cause general distress.

Not the least dangerous feature of the reductions is that they will encourage other Powers in their efforts. Once produce abroad the belief that England is too self-indulgent or too poor to pay for the service Navy, without which she cannot long exist as a great Power, and her position in the world is gone. The further question might well be raised whether an unjustifiable reduction in the Navy is consonant with the obligation which falls upon this country under the alliance with Japan.—*Navy League Journal*.

—Yours, etc.,

WHITTLING DOWN THE SHIP-BUILDING PROGRAMME.

WHICH MIRACLES WOULD BE WORKED.

The announcement made with every appearance of accuracy and "inside" knowledge in the *Daily Telegraph* and certain other journals that the Government contemplates a serious reduction in the shipbuilding programme, will be received with general dismay by those who are anxious for the strength and efficiency of the Navy. The original programme for the present year was by no means excessive; indeed it failed in certain directions to meet the needs of the fleet. It provided:

4 armoured ships

Shipping.**Arrivals.**

Rubi, Br. s.s., 411, R. W. Almond, 10th July.—Manila 28th July, Gen.—S. T. & Co.
Feiching, Ch. s.s., 80, T. ones, 10th July.—Shanghai 21st July, Gen.—C. M. S. N. Co.
Totomi Maru, Jap. s.s., 2,464, A. Kieth, 30th July.—Shanghai 26th July, Gen.—N. Y. K.
Ping Suey, Br. s.s., 6,471, E. Warrell, 11th July.—from Japan via Poto, Gen.—B. & S.
Kwangtung, Ch. s.s., 1,516, Wm. H. Lunt, 31st July.—Canton 30th July, Gen.—C. M. S. N. Co.
Montrose, Br. s.s., 2,000, Clegg, 21st July.—Singapore, 22nd July, Gen.—D. & Co., Ltd.
Samsen, Ger. s.s., 905, F. Behwoldt, 1st July.—Bangkok 22nd July, Rice.—B. & S.
Tholma, Nor. s.s., 1,868, F. Jager, 1st July.—Surabaya 10th July, Gen.—J. C. L.
Lennow, Br. s.s., 2,361, F. McNair, 1st July.—Calao 13th June, Ballast.—D. & Co., Ltd.

Clearances at the Harbour Office.

Pitsanulok, for Singapore.
Shinku Maru, for Swatow.
Team, for Manila.
Winning, for Canton.
Loyal, for Iloilo.
Apenido, for Honkow.
Williehad, for Yokohama.
Pingtung, for Singapore.

Departures.

July 31.
Prince Eitel Friedrich, for Shanghai.
Arratoon Apur, for Calcutta.
Silein, for Shanghai.
Knivesberg, for Haiphong.
Mathilde, for Haiphong.
Indraavilli, for Durban.
Progress, for Kwang-chow-wan.
Helen, for Canton.
Hanglung, for Canton.
Winglong, for Canton.
Pingchow, for Canton.
Feiching, for Canton.
Kutang, for Canton.
Team, for Manila.
Pitansulok, for Singapore.
Apenido, for Pakhoi.
Benzoritch, for Apo.
Hainan, for Swatow.
Loyal, for Iloilo.

Passengers arrived.

Per Rubi, from Manila—Mr. and Mrs. R. E. Lindsey and child, Messrs. L. H. Timpany Bartolome Poos and C. H. Dutton, Mr. and Mrs. Wetherell and son, Comdr. Hosley, U.S.N., Capt. Michael, Messrs. Chin Poan, Sin, Chan Gon, Lam San Ching; Tsin, Du Chon, and Jas. Hogan.

Passenger Departures.

Str. Ping Suey from 1 p.m.—North of Foochow strong monsoon with high sea, and 13 knot current setting E., thence to port ventle SW wind and smooth sea. At 23° 27' N. Long. 117° 52' E. passed jun. bottom up.

Str. Feiching from Shanghai; There is Heishan Isla; fine and clear with moderate to fresh SW and SSW. wind, from thence to Chapel Island; strong SSW. and SW winds, with rough head sea and clouds; sky, thence to port fine and clear, light winds.

Vessels in Port.

Alabama, Br. s.s., 1,251, A. E. Ellis, 25th July.—Salina Cour 14th June, Gen.—C. C. S. S. Co.
Amara, Br. s.s., 1,567, C. I. Matting, 23rd July.—Hongay 1st July, Coal.—M. & Co.
America Maru, Jap. s.s., 2,460, Philip Goings, 20th July.—San Francisco 30th June, and Shanghai 26th July, Mails and Gen.—T. K. K.
Arron, Br. s.s., 2,300, J. P. Blundell, 26th July.—Newcastle 4th July, C. & T. & Co.
B. A. Broch, Nor. s.s., 611, Andersen, 14th July.—Shanghai 10th July, Earthware.—Davidson & Co.
Childar, Nor. s.s., 1,107, H. Nielson, 20th July.—Bangkok 21st July, Gen.—N. V. K.
China, Aust. s.s., 2,835, I. Damiannovich, 30th July.—Shanghai 25th July, Gen.—S. W. & Co.
Coptic, Br. s.s., 2,744, Wm. Finch, R. R.R., 20th July.—San Francisco 27th June, Yokohama 14th July, Gen.—O. & O. S. S. Co.
Dakotah, Br. s.s., 2,300, Ross, 26th July.—Canton 24th July, Gen.—Standard Oil Co.
Emme, Luken, Ger. s.s., 1,150, G. Cornand 16th July.—Mauritius 20th June, Sugar.—Wing Sing & Co.
Empress of China, Br. s.s., 3,046, R. Archibald, R.R., 24th July.—Vancouver, B.C., 2nd July, and Shanghai 1st July, Mails and Gen.—C. P. R. Co.
Fri, Nor. s.s., 1,000, Eagle, 10th July.—Hongay 10th July, Coal.—Agaard, Thoresen & Co.
Germany, Ger. s.s., 1,774, H. Lorentzen, 20th July.—Bangkok 23rd July, Rice.—J. & Co.
Glenloch, Br. s.s., 2,097, E. I. Stallard, 9th July.—Koh 1st July, and Shanghai 6th July, Ballast.—McG. Bros & Gow.
Hue, Fr. s.s., 707, Gdinian, 30th July.—Haiphong and Hoihow 20th July, Gen.—A. R. M.
Ingalls, Am. transp. foo, Scott, 3rd July.—Manila 30th June.
Labor, Nor. s.s., 940, A. E. Olsen, 22nd July.—Moj 15th July, Coal.—Angard, Thoresen & Co.
Lightning, Br. s.s., 2,122, I. G. Spence, 30th July.—Calcutta 1st July, Penang, and Singapore 25th, Gen.—D. S. & Co., Ltd.
Lisa, Swed. s.s., 1,577, Harald, 22nd July.—Surabaya 10th July, Sugar.—S. W. & Co.
Marie, Ger. s.s., 1,160, J. Petersen, 20th July.—Haiphong 26th July, and Hoihow 26th, Rice and Pigs.—J. & Co.
Mausang, Br. s.s., 1,64, R. Houghton, 27th July.—Sandakan 21st July, Gen.—J. M. & Co.
Mercedes, Br. s.s., 2,000, J. S. McGregor, 21st July.—Yokohama 14th July, Ballast.—Admiralty.
Naashan, Br. s.s., 1,209, A. Jones, 29th July.—Saigon 25th July, Gen.—B. & Co.

Post Office.**A Mail will close for:**

Yokohama and Kobe—Per Williehad, 1st AUG. 9 A.M.
Swatow, Amoy, Foochow and Shanghai—Per Shouku Maru, 1st Aug., 9 A.M.
Singapore and Penang—Per China, 1st Aug. 10 A.M.
Shanghai—Nagasaki, Koho, Malakka, and Vancouver, B.C.—Per Williehad, 1st Aug., 11 A.M.—Manau—Per Heungshan, 1st Aug., 11 A.M.—Europe, &c., India, via Fuzhou—Per Bayern, 1st Aug., 3 P.M.—Cebu and Iloilo—Per Sungklang 1st Aug., 3 P.M.—Shaohai—Per Tientsin, 1st Aug., 5 P.M.—Moj and Salina Crux (Mexico)—Per Alabanda, 2nd Aug., 11 A.M.—Swatow and Bangkok—Per Rajaburi, 2nd Aug., 11 A.M.—Macao—Per Heungshan, 2nd Aug., 11 A.M.—Swatow, Amoy and Foochow—Per Hallum, 3rd Aug., 2 P.M.—Makassar—Per Keang, 2nd Aug., 3 P.M.—Swatow and Bangkok—Per Chidar, 3rd Aug., 11 A.M.—Macau—Per Heungshan, 3rd Aug., 11 A.M.—Swatow, Amoy and Foochow—Per Hallum, 3rd Aug., 2 P.M.—Makassar—Per Keang, 2nd Aug., 3 P.M.—Swatow and Bangkok—Per Chidar, 3rd Aug., 11 A.M.—Macau—Per Heungshan, 3rd Aug., 11 A.M.—Swatow, Amoy and Foochow—Per Hallum, 3rd Aug., 2 P.M.—Makassar—Per Keang, 2nd Aug., 3 P.M.—Swatow and Bangkok—Per Chidar, 3rd Aug., 11 A.M.—Macau—Per Heungshan, 3rd Aug., 11 A.M.—Swatow, Amoy and Foochow—Per Hallum, 3rd Aug., 2 P.M.—Makassar—Per Keang, 2nd Aug., 3 P.M.—Swatow and Bangkok—Per Chidar, 3rd Aug., 11 A.M.—Macau—Per Heungshan, 3rd Aug., 11 A.M.—Swatow, Amoy and Foochow—Per Hallum, 3rd Aug., 2 P.M.—Makassar—Per Keang, 2nd Aug., 3 P.M.—Swatow and Bangkok—Per Chidar, 3rd Aug., 11 A.M.—Macau—Per Heungshan, 3rd Aug., 11 A.M.—Swatow, Amoy and Foochow—Per Hallum, 3rd Aug., 2 P.M.—Makassar—Per Keang, 2nd Aug., 3 P.M.—Swatow and Bangkok—Per Chidar, 3rd Aug., 11 A.M.—Macau—Per Heungshan, 3rd Aug., 11 A.M.—Swatow, Amoy and Foochow—Per Chidar, 3rd Aug., 11 A.M.—Macau—Per Heungshan, 4th Aug., 11 A.M.—Macao—Per Heungshan, 4th Aug., 11 A.M.—Shanghai—Per Yinchow, 3rd Aug., 3 P.M.—Shanghai—Per Hongkong, 3rd Aug., 3 P.M.—Swatow, Chefoo and Tientsin—Per Cheongshing, 3rd Aug., 3 P.M.—Manila—Per Rubi, 4th Aug., 11 A.M.—Macao—Per Heungshan, 4th Aug., 11 A.M.—Shanghai—Per Yinchow, 4th Aug., 3 P.M.—Shanghai—Per Yochow, 4th Aug., 3 P.M.

Yokohama and Kobe—Per Tsinan, 4th Aug., 3 P.M.

Sandakan—Per Mawang, 4th Aug., 5 P.M.—Av. 2, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per America Maru, 7th Aug., 10 A.M.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 7th Aug., 11 A.M.

Chefoo and Newchwang—Per Kwewyang, 7th Aug., 3 P.M.

Manila—Per Tuming, 7th Aug., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Tartar, 8th Aug., 10 A.M.

Singapore, Penang and Bombay—Per Capri, 10th Aug., 11 A.M.

Tientsin—Per Hutchison, 10th Aug., 3 P.M.

Manila—Per Zafra, 11th Aug., 10 A.M.

Europe, &c., India, via Tuticorin—Per Madavia, 11th Aug., 11 A.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Tsilyan, 11th Aug., 3 P.M.

Manila, Simpsonbank, Fr. Wilhelmshafen, Harborthofe, Matupi, Sydney and Melbourne—Per Williehad, 21st Aug., 10 A.M.

Taishan, Br. s.s., 1,100, J. T. Laing, 20th June, Gen.—B. & S.

Taishan, Br. s.s., 1,100, J. T. Laing, 20th June, Gen.—B. & S.

Taishan, Br. s.s., 1,100, J. T. Laing, 20th June, Gen.—B. & S.

Taishan, Br. s.s., 1,100, J. T. Laing, 20th June, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 20th June, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 21st June, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 22nd June, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 23rd June, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 24th June, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 25th June, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 26th June, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 27th June, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 28th June, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 29th June, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 30th June, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 31st June, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 1st July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 2nd July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 3rd July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 4th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 5th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 6th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 7th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 8th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 9th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 10th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 11th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 12th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 13th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 14th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 15th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 16th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 17th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 18th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 19th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 20th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 21st July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 22nd July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 23rd July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 24th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 25th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 26th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 27th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 28th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 29th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 30th July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 31st July, Gen.—B. & S.

Europe, &c., India, via Tuticorin—Per Armand Rehrt, 1st August, Gen.—B. & S.

Mails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA;
ADEN, EGYPT, MARSEILLES,
LES, LONDON, HAVRE,
BORDEAUX, MEDITERRANEAN AND BLACK
SEA PORTS.

The S.S. "ARMAND BEHIC,"
Captain Barillon, will be despatched for MAR-
SEILLES on TUESDAY, the 7th August,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:

S.S. ERNEST SIMONS ... 21st August.
S.S. CALEDONIEN 4th September.

S.S. POLYNESIEN 18th September.

S.S. SALAZIE 2nd October.

G. DE CHAMPEAUX,
Agent.

Hongkong, 25th July, 1906.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON,
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
AND SOUTH AFRICAN PORTS.)

THE Steamship
"MOLDAVIA,"

Captain E. H. Gordon, carrying His Ma-
jesty's Mans, will be despatched from this for
BOMBAY, on SATURDAY, the 11th August,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. "Marmora" 10,509 tons, from Colombo,
Passenger accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for Europe
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London &c., will be
conveyed from Bombay by the R.M.S. "Moldavia,"
due in London on the 23rd September.

Parcels will be received at this Office until
8 A.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 27th July, 1906.

